

AMENDMENTS TO THE SPECIFICATION:

Please replace the Abstract contained in the Substitute Specification with the following amended Abstract:

A circuit arrangement is ~~described~~, to which the vehicle electric system supply voltage is applied and which for briefly maintaining at least one internal normal d.c. voltage in the event of failure of the vehicle electric system supply voltage, includes ~~an~~ a reserve energy accumulator, to which a charging voltage higher than the at least one internal normal d.c. voltage is applied in regular operation, and which, in the event of failure of the vehicle electric system supply voltage, delivers a reserve voltage with which operation of at least some electronic circuits may be maintained for a limited period of time, and it includes at least one step-down regulator which steps down the applied input direct voltage to the at least one internal normal d.c. voltage. ~~In regular operation the supply direct voltage is applied directly as a charging voltage to the reserve energy accumulator and is also applied as the input direct voltage to the step-down regulator.~~

Please replace the paragraph beginning on page 3, line 14 of the Substitute Specification with the following amended paragraph:

Step-up regulator 5 is required in the related art but it has a number of other disadvantages apart from the complex circuitry and the increased space required. For example, it requires an inductance which is difficult to implement as an integrated circuit and it creates an additional power loss which has a negative effect on the efficiency of the arrangement and increases the complexity for dissipation of the heat thus generated. It also has a negative effect on the EMC (electromagnetic compatibility) properties of the arrangement because it increases EMC emissions.

Please replace the paragraph beginning on page 3, line 22 of the Substitute Specification with the following amended paragraph:

The circuit arrangement according to the present invention ~~having the features of Claim 1~~ has the advantage that a step-up regulator may be omitted completely in a "high-voltage vehicle electric system." This prevents the associated power losses and greatly improves the

efficiency of the overall arrangement. Less heat is generated, so this reduces the complexity required for dissipating heat. This arrangement is easily integratable because it does not contain any inductors. Emission of interference signals is reduced and less circuit board area is required while the overall cost is reduced due to the reduction in components.